

AVIATION PROTOTYPE TEAM CHARTER

Challenge

By November 2006, the National Weather Service (NWS) must develop a credible proposal to provide enhanced weather services to the Federal Aviation Administration's (FAA) Air Route Traffic Control Centers (ARTCC) at reduced costs. These services are currently provided by a Center Weather Service Unit (CWSU) collocated with each ARTCC. The Aviation Prototype Team will plan, oversee, and evaluate two prototypes for ARTCC support; incorporate the experiences gained from these prototypes into a proposal for enhanced ARTCC services weather-service-wide; and document the effectiveness of the prototypes to support the credibility of the proposal. The Team has the full support of the NWS Corporate Board, which views this initiative as critical to future NWS support for the National Airspace System.

Goals and Objectives

- Meet the FAA's requirements to reduce the funding levels and improve the services currently provided by CWSUs.
- Evaluate two approaches for providing services:
 - 1) From a CWSU covering a larger domain (i.e. supporting more than one ARTCC), and
 - 2) From a Weather Forecast Office (WFO) providing remote support for ARTCC operations.
- Assess the viability of the tools to enable NWS to provide essential environmental information to ARTCCs, TRACONs, Towers, and other FAA Air Traffic Control (ATC) nodes.
- Prepare a proposal which will secure the long-term relationship between FAA and NWS.

Guiding Principles

- Enhanced or improved services
- Meet FAA requirement for 20% reduction in funding support for CWSU services
- Provide products, services and essential environmental information to TRACONs, Towers, and other FAA ATC nodes
- The FAA requirement for reduction in funding support will require some form of remote product and service delivery
- Solicit input from the workforce in accordance with the Collective Bargaining Agreement (CBA)
- Build in "discovery" process e.g., better way to provide products/services
- Assure continuity of services during all prototype activities
- Metrics for prototypes must measure NWS effectiveness in terms meaningful to the FAA

Activities

The Corporate Board has directed the Team to use the Baltimore/Washington WFO as the office to prototype providing support to the Leesburg FAA ARTCC and the Dallas/Ft. Worth (DFW) CWSU to demonstrate the capability to provide services to FAA ARTCCs over a larger domain. Both prototype projects will help determine the best tools to enable us to provide essential environmental information to TRACONS, Tower, and other FAA ATC nodes.

Building on the work done by the Aviation Initiative team, which addressed Securing Our Role in the Provision of Aviation Products and Services, the Aviation Demonstration Team shall:

1. Develop detailed plans to prototype enhanced service delivery to the FAA from each of the two sites: the Baltimore/Washington WFO and the DFW CWSU. The plans will include which technologies should be prototyped to meet FAA requirements. These plans, and any recommendations (e.g., staffing requirements, required tools/technology, etc.), will be provided to the Corporate Board for approval.
2. Oversee/manage the prototype projects
3. Evaluate the prototype projects
4. Recommend to Corporate Board the most appropriate service model to accomplish service requirements set out/established by the FAA. If appropriate, the Team may provide alternatives to the recommended model, but all alternatives provided must meet the FAA requirements for enhanced services at reduced cost.
5. Draft a responsive proposal for recommendation to the Corporate Board to present to the FAA.

Roles and Responsibilities

NWS Director:

- Final approval authority for charter and team output
- Maintains 51% of Board voting authority

Corporate Board:

- Remains intellectually engaged with Follow-on Teams
- Available to team chairs for advice and/or resources if called upon
- Review deliverables
- Willing advocates to assure team success

Coordination Team:

- Board level support to team chair and team.
- Resource for supporting team needs including financial resources, technological support, and problem resolution.

- Integrates schedules for all teams: Aviation, Conops and IT Consolidation
- Maintains communication of progress with NOAA as appropriate

Chair:

- Responsible for the Team, and final deliverables
- Reports to the Director, Coordination Team and Corporate Board at pre-set intervals, between as necessary.
- Has this task as his/her #1 priority

Team members:

- Report to Chair
- Works as a team with Chair to develop all deliverables
- Has this task as their number 1 priority.

Key deliverables and Timeline

- Formally inform the FAA on the NWS Corporate Board direction to plan and conduct prototype activities the results of which will be used to prepare a responsive proposal to the FAA. Obtain FAA assistance and participation on the team.
- Recommend prototype plans for the Baltimore/Washington WFO and DFW CWSU to provide services to TRACONs, Tower, and other FAA ATC nodes by April 15, 2006 which will include:
 - Funding
 - Staffing
 - Evaluation plan
 - Tools, technology, etc.
 - Sufficient detail to initiate Implementation and Impact (I&I) bargaining as required by the CBA
- Comparative analysis of services provided by Baltimore/Washington WFO and DFW CWSU. Such analysis will include user recommendations and assessments and be provided to the Corporate Board by September 30, 2006
- Draft proposal to the Corporate Board to present to the FAA by October 31, 2006.

Progress Reporting

The Team Chair shall provide progress reports to the Corporate Board at each meeting of the Board and to the Coordination Team the second Monday of each month beginning in March 2006.

Team members

Chair: Kevin Johnston

Members: Ken Haydu, Tom Amis, Fred Johnson, Dan Gudgel, and Bill Hopkins (NWSEO)